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to confuse the fragments of experience we have with the whole truth. We must get out of our own courses and see the larger world. "Your soul and mine are parts of God. We forget this. Prayer reminds us. . . . Whoever 'craves a particular commodity,' unconditionally and without consulting, as well as he can, the interests of all concerned, is not praying. . . . The forgiveness of sin is perhaps the whole of the *answer to prayer*, its all-inclusive result."

Such a volume is almost impossible of review. One can but sketch the fields covered. It deserves careful attention and will be a constant source of joy and pleasure to him who reads it.

CARL KELSEY.

*University of Pennsylvania.*

GUYOT, YVES. *Where and Why Public Ownership Has Failed.* Pp. ix, 459. Price, \$1.50. New York: The Macmillan Company, 1914.

This book presents a mass of facts and figures relating to public ownership and operation. Among the topics covered are: the municipal activity of the United Kingdom, the United States, Germany, Russia, France, Austria-Hungary, Italy, Denmark, Switzerland, Netherlands, Belgium and Sweden; government monopolies; state operation of railways; state and municipal employment; state and municipal bookkeeping and finance; state insurance; and the housing of the working classes.

The conclusions of the author are unfavorable to public ownership. It is not his fault, he claims, that he cannot affirm that government and municipal undertakings are efficient; he has not found them so. In vain has he sought for the benefit arising from public operation, and he is forced in an unbiased survey of the subject to testify to the harm which has resulted.

In view of the author's estimate of human nature, it is not to be wondered at that he should have arrived at such a conclusion. Service to mankind plays no part in his political philosophy. There are, he states, "only three main-springs of human action—compulsion, bribery, and instinct for personal gain." "Every group of employees at the present day is working, not for the sake of service, but for gain." That the men in charge of government and municipal enterprises may be actuated by a desire to serve their fellow-men he denies. Will a proposed undertaking fill a long-felt want? To statesmen that is a secondary question. "The first consideration is what will make the broadest appeal to the popular prejudices and sympathies of the moment."

Our author, being convinced of the failure of public ownership, has no difficulty in finding instances to prove his point, as there is much to be said against public ownership. But there is also much to be said in favor of public ownership. This subject is clearly one calling for a careful weighing of the pros and cons. The author, however, presents only the dark side of the picture. He refuses to say a good word even for the Prussian state railways, and in his criticism of this system relies on the statements of men whose reputation as scholarly investigators is not at all enviable. It would be too much, therefore, to say that the book represents an unbiased survey of the situation.

ELIOT JONES.

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